WHAT IS CLAIMED IS:

1. A system comprising an internal combustion engine, which serves to provide locomotion of a vehicle, and a fuel cell, which serves at least to generate current for electrical units of the vehicle, wherein the fuel cell is thermally coupled to the internal combustion engine.

2. The system according to Claim 1, wherein the fuel cell is located on an engine block of the engine or is at least partially integrated into the engine block.

3. The system according to Claim 1, wherein the fuel cell is less thermally insulated on a side that faces the engine than on other sides.

4. The system according to Claim 2, wherein the fuel cell is less thermally insulated on a side that faces the engine than on other sides.

5. The system according to Claim 1, wherein, in an area of contact between the fuel cell and the engine, means for improving thermal transfer are provided.

6. The system according to Claim 2, wherein, in an area of contact between the fuel cell and the engine, means for improving thermal transfer are provided.

7. The system according to Claim 3, wherein, in an area of contact between the fuel cell and the engine, means for improving thermal transfer are provided.

8. The system according to Claim 1, wherein solid-state thermal conduction is produced via mounting components of the fuel cell in the engine block.

9. The system according to Claim 2, wherein solid-state thermal conduction is produced via mounting components of the fuel cell in the engine block.

10. The system according to Claim 3, wherein solid-state thermal conduction is produced via mounting components of the fuel cell in the engine block.

11. The system according to Claim 5, wherein solid-state thermal conduction is produced via mounting components of the fuel cell in the engine block.

12. The system according to Claim 1, wherein a heat accumulator is provided, which is connectable to the fuel cell, suppliable with thermal energy from the fuel cell, and couplable with the engine, in order to supply heat to the engine.

13. The system according to Claim 12, wherein a latent heat accumulator is provided as the heat accumulator.

14. The system according to Claim 1, wherein a thermal coupling between the fuel cell and the internal combustion engine, implemented via a fluid circuit, is provided.

15. The system according to Claim 14, wherein the fluid circuit is provided, which is thermally coupled with both the fuel cell and the internal combustion engine.

16. The system according to Claim 15, wherein the fluid circuit is combined with a cooling circuit of the engine.

17. A method of making a system having an engine and a fuel cell comprising making the system of claim 1.

18. A method of using a system having an engine and a fuel cell comprising utilizing the system of claim 1.

19. An assembly comprising:

an IC engine serving to operatively propel a vehicle, and a fuel cell operable to generate current for electrical consumers of the vehicle,

wherein the fuel cell is thermally coupled to the engine via being arranged on or partially integrated into an engine block of the engine.

20. An assembly comprising:

an IC engine serving to operatively propel a vehicle and a fuel cell operable to generate current for electrical consumers of the vehicle, wherein the fuel cell is thermally coupled to the engine via a fluid circuit.